

SHRIMATI GEETA MUKHERJEE : Before this pact came into operation, you have already opened our telecom to the private investors. Is it not a fact that the private investors are mainly going for pagers and not for village telephones? What is the basic service - pager or village telephone?

SHRI RAMAKANT D. KHALAP : Sir the hon. Member may know that pager is also an important service. But that is not the only answer or a complete answer. In fact, on account of this new policy, on account of this multilateral agreement that has taken place, the entire country is benefiting. We have divided this country into various circles. Each circle is being opened up for our own people as well as for foreign investment and the benefit is there for everybody to see.

SHRIMATI GEETA MUKHERJEE : Sir, the hon. Minister has not answered my question .... (*Interruptions*)

SHRI P. C. THOMAS : Sir, as has been asked earlier, one of the fears which we had was that since this service is a strategic one, opening up of this sector may cause some difficult situation as far as our strategies, our secrets and their leakages are concerned. So, do you think that our fears in this sector also have been dispelled and, if so, in what way. If not, is there anything which we should be beware of as far as opening up of this sector is concerned?

SHRI RAMAKANT D. KHALAP : Sir, we are moving in an international sector today. What we are doing, the other countries are also doing. Whatever benefits that we get, similar benefits are available to other countries also. In this competitive world, we cannot think of gaining something at the cost of others something else. If the hon. Member is more specific and explains to us as to how exactly we may lose our secrets and things like that, perhaps, I will be able to react in a better way.

MR. SPEAKER, You can do it outside the floor of the House.

[*Translation*]

SHRI SUKDEO PASWAN : Mr. Speaker, Sir the MTNL is sending inflated and incorrect telephone bills to hon. Members of Parliament. They do not follow any rule or regulation in preparing the bills and send uncalculated and fake bills. When we are getting such erroneous bills, how much inflated bills will the public be getting? All the telephones of Lok Sabha are always out of order.

[*English*]

SHRI RAMAKANT D. KHALAP : Sir, it is not part of W.T.O Agreement .... (*Interruptions*)

MR. SPEAKER : I think Shri Paswan has done such a service to all of you that I do not think we need to go for another question.

... (*Interruptions*)

### Committee on Air Safety

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\*264. SHRI SANAT KUMAR MANDAL :  
SHRI SANDIPAN THORAT :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Committee set up to review the air safety arrangements at Delhi and Mumbai has submitted its recommendations;

(b) if so, the details of the recommendations made along with the shortcomings in the above airport noticed by the Committee; and

(c) the action taken by the Government thereon?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) to (c) A Statement is laid on the Table of the Sabha.

### Statement

(a) Yes, Sir.

(b) A summary of the recommendations made by the Seth Committee are given below:

(i) *Delhi Airport*: As the new Control Tower is situated quite far away from the runways it poses only a very nominal safety hazard. Due to considerations of practicality there is no objection to its continuing at its present location.

(ii) *Mumbai Airport*: The new Control Tower and Technical Building pose a safety hazard wherever runway 14/32 is in use. They should be re-built in full compliance of ICAO's standards and Recommended Practices pertaining to Obstacle Height Restriction. The use of runway 14/32 should be suspended except in cases of an emergency.

(iii) *Madras Airport*: The location and height of the new Control Tower and Technical Building, which are under construction should be reviewed.

(c) A Task Force has been set up under the Chairmanship of Member (Operations), Airport Authority of India to act on the recommendations of the Committee and pose alternatives where necessary. Meanwhile, the use of secondary runway (14/32) at Mumbai has been suspended.

SHRI SANAT KUMAR MANDAL : Mr Speaker, Sir, there is criticism that the air safety measures in Delhi and Mumbai are not up to international standards. I would like to know from the hon. Minister whether the Committee has taken this factor into consideration and what steps have

been taken to modernise and instal the latest radar equipment at least in the airports of four metropolitan cities.

SHRI C.M. IBRAHIM : Sir in my reply I have told clearly about this. Already the modernisation process at Delhi and Mumbai is going on. I think by March the work in Delhi, and by June the work in Mumbai, will be over.

SHRI SANAT KUMAR MANDAL : What about Calcutta and Chennai?

SHRI C.M. IBRAHIM: I think, he would have gone through my reply. We appointed a Committee under the chairmanship of Shri Seth to evolve and give a report as to whether the system what India's airports are having today, as far as air traffic control is concerned, is up to the mark or not. We have to study this. I think that the committee is going through this process.

KUMARI MAMATA BANERJEE: Why have you not included Calcutta?

SHRI C.M. IBRAHIM: It is being installed in Calcutta and Chennai this year.

MR. SPEAKER: I think, you have got what you wanted.

..... (Interruptions)

KUMARI MAMATA BANERJEE : Sir, Calcutta is also the gateway of the North-Eastern States.

MR. SPEAKER: That is why, I am allowing him second question.

SHRI SANAT KUMAR MANDAL: Last year, the crash of a plane took place in Haryana resulting in hundreds of casualties. I would like to know what steps have been taken to prevent crash of planes.

SHRI C.M. IBRAHIM: Sir, this is a separate question  
..... (Interruptions)

[Translation]

SHRI DATTA MEGHE: You do not pay attention to me.

MR. SPEAKER: There is no need of providing you an opportunity everyday. You have got enough opportunity.

[English]

I cannot allow every Member every day. There are 545 MPs.

DR. K.P. RAMALINGAM : Hon. Speaker, Sir, to avoid air traffic, certain airports are not served by Indian Airlines and the routes of the flights are changed. For that matter, there is no traffic at Salem airport. I would like to know

whether the Minister has got any idea to start airline service there. Also, at Anna International Airport in Chennai, about 10 days back, one flight from Bangalore reached the ground two minutes earlier due to lack of modernisation. Some problem was there. Then, the pilot luckily took off and all the 360 passengers were saved. Could the hon. Minister tell as to when the modernisation would be done instead of telling that he would do it in one year or this financial year? This is very essential. I would like to know from the hon. Minister whether it would start within 10 or 12 days at Chennai, Mumbai and Madras.

MR. SPEAKER: It is nice to hear Dr. K. P. Ramalingam himself making a mistake by calling Chennai as Madras.

SHRI C.M. IBRAHIM: As far as air traffic is concerned, this work cannot be done in one or two months or in one year. It consists of the whole process. We have to construct towers, bring the equipments and adjust with this technical work. So, it will definitely take time. But as I have already said that the work had been started for MSSR in Calcutta and Chennai long back. I will see that it is completed by the end of this year.

[Translation]

SHRIMATI SUMITRA MAHAJAN : Mr. Speaker, Sir, the hon. Minister, in his reply, has stated that as per the report regarding the airport of Mumbai, a big tower and a building was constructed near runway No. 14. Since the planes land there with the help of instrumental landing system, they have to take round of the building because it may cause obstacle in landing. The committee has recommended that either this building may be remand from here or it may be rebuilt. Crores of rupees have been spent on the construction of those building and the construction of runway also involves an expenditure of crores of rupees. I would like to know whether technical aspects are not kept in mind while constructing such building or tower near runway since this will result into loss of crores of rupees? I would like to ask two or three things. Will the Government conduct a full enquiry on the loss of Rs. one crore who will be responsible for such a loss? Secondly, he has said that landing has been suspended. I do not know about it. The date from which the aeroplanes ..... (Interruptions). It is very important from safety point of view.

[English]

MR. SPEAKER: You cannot ask questions on behalf of the entire opposition.

[Translation]

SHRIMATI SUMITRA MAHAJAN : Mr. Speaker, Sir, there is motherly feeling behind it because my son is a pilot. Some trivial complaints are made from safety point of view. Temporary passes are issued to the employees of Mumbai Airport. Since no decision has been taken in this regard for several months. It is not proper from security point of view. When a final decision is likely to be taken in this regard?

[English]

MR. SPEAKER : Please, this is not the way. You cannot ask like this. You must follow certain rules.

[Translation]

SHRI C. M. IBRAHIM: You have asked about Mumbai first. I thought that a doctor changes his opinion about the patient. I have felt it for the first time that engineers also change their opinion. When I received the report of General Sheikh Committee, I asked on which Technical basis that was constructed? The former Chairman who was also a technical member had said that the construction of Tower would not harm anything because that was built on international specifications. Therefore, I stated on the day when General Sheikh Committee Report was presented that 1432 runways should be suspended. Most of the landings have 0.05 per cent danger. There is no danger in take off. I stated that I had appointed a task force to monitor all this aspect as to whether danger is there or not and will find out the ways as to how this problem can be solved. I am glad to know that your son is a pilot. You can see the report of either Singapore or of any other place. A tower of the height of 150 ft. was needed at Anstedam but the present tower is 330 ft. high. It means that it is 180 ft. excess then the required height. Likewise, a tower of 150 ft. in height was needed in Paris but the present tower is of 260 ft. height. I am looking into the matter. Technicians have opined differently. One engineer has said that to be right. The Second says that it should not be there. I am considering both the opinions and trying to find out a solution. So far as leading is concerned, landing has been suspended in runway No. 1432.

[English]

SHRI BIJOY HANDIQUE : Mr. Speaker, Sir, while on the question of air safety, may I know from the hon. Minister whether it is true that most of the airlines operating in India including the national carrier, namely, Air India and the domestic airline, the Indian Airlines have not yet fully complied with the Director-General Civil Aviation's directive to have S-mode transponders installed on all the aircrafts? The need for such air traffic control was acutely felt after the mid-air collision over Charkhi Dadri in November, 1996.

And even after that, more than once, mid-air collisions were averted at the last moment. Will the hon. Minister assure us a firm deadline by which time the equipment would be installed in all the aircraft, thus not exposing the lives of the passengers to danger?

SHRI C. M. IBRAHIM : Sir, after this collision, I have order that S-mode facilities should be incorporated in all the flights if the Indian Airlines by December, 1997 and in the Air India by June 1997.

SHRI RAJIV PRATAP RUDY : What about the Alliance Airlines and Boeings?

SHRI C. M. IBRAHIM : It will be in all the airlines and the Alliance is a part of that.

SHRI BIJOY HANDIQUE : Are the lives of the passengers going to be in danger till then?

SHRI C. M. IBRAHIM : Please do not have notion. All safety measures are there. S-mode's function is different. Inside the flight, you can sit and come to know as to which flight is coming in what direction, at what height and how many miles it is away. All other systems are there, and this is an extra precautionary measure. We are going to have this system because even if the ground system fails, this system works.

#### Formulation of New Tourism Policy

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\* 265. SHRI VIJAY PATEL :  
SHRIMATI BHAVNA BEN DEVRAJ BHAI  
CHIKHALIA :

Will the Minister of TOURISM be pleased to state:

(a) whether Government have formulated new tourism policy to ensure integrated development of tourism and hotels;

(b) if so, the details thereof;

(c) whether the Government propose to include tourism in the infrastructure sector and view it as an industry to attract investment for rapid development and employment;

(d) if so, whether the gross out put of tourism is likely to be increased by 50 percent and is likely to create 80 lakh jobs directly by the end of next decade;

(e) if so, the details thereof;

(f) the new tourist circuit added under the Tourism policy;

(g) whether the Government of Gujarat has prepared a master plan for the infrastructural development of Kutch Distt. for promotion of tourism in the area; and

(h) if so, the funds provided by the Union Government during the years 1995-96, 1996-97 and proposed to be provided during 1997-98?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) & (b) The Department of Tourism has prepared a National Strategy for the development of tourism identifying the specific activities to be taken up by different agencies including the State Governments, financial institutions and the private sector for the development of tourism during Ninth Plan period.